TAFT RAPS EXCLUSION LAW.

IT IS UNJUSTLY SEVERE ON THE CHINESE, HE SAYS,

And We Should Extend Justice to a People Whose Trade Is and Will Be So Valuable-Hopes Efforts to Exclude Negroes From the Ballot Will Fall.

OXFORD, Ohio. June 15 .- William H. Taft, Secretary of War, made an address at the commencement exercises of Miami University tie morning in which he discussed the race question, foreign policy, with particular reference to the present efforts to bring about peace in the Far East; the Chinese policy of the Administration, Santo Domingo, insular affairs, the maladministration of criminal law in the United States and the question of divorce.

Mr. Taft expressed the earnest hope that the attempts in the South to exclude the negro from the ballot would fail, but he said that if they led to a result in which the laws should exclude ignorant whites and blacks equally from the franchise no one could quarrel with the procedure, which would be square and honest.

In connection with the foreign policy of the United States-he said that our pecuhar position had given us a unique influence for good throughout the world. President Roosevelt, he asserted, had felt justified in speaking to Russia and Japan a message from the world that the time had come for a settlement by peaceful means of the controversies between the two nations.

"The personality of the President," he said, has had much to do with the willingness of the Powers to allow him to intervene. Confidence in his impartiality and integrity has doubtless aided our national prestige in securing this end devoutly to be wished. On the subject of Chinese exclusion Mr. Taft asserted that "we cannot escape the charge of having broken Chinese treaty rights by our legislation." While indicating his belief that we might properly object to the introduction into this country of aborers who do not become a part of the real population of the country and whose habits and views were at variance with those of our civilization—points which the Chinese Government seemed willing to concede-Taft pointed out that the extreme

Mr. Taft pointed out that the extreme feeling on this subject on the part of some of our people "has led to a severity in the statute and the enforcement of it which the Chinese Government feels, and justly feels, justifies it in asking for a change." Continuing Mr. Taft said:

"It appears that in the effort to catch in the meshes of the law every coolie laborer attempting illegally to enter the country we necessarily expose to danger of contumely, insult, arrest and discomfort the merchants and students of China who have a right to and students of China who have a right to come to this country under our treaties, and who c me here for the purpose of establishing a bond of commercial union between this country and China, or of taking from this country familiarity with the best of our institutions to aid the older, but retarded civilization of the Chinese Empire. Ever since the Boxer war, when America was able to show her friendship for China and her disinterestedness and freedom from the landgrabbing spirit of some other nations, China has regarded the United States as her best friend.

"One of the great comme cial prizes of the world is the trade with the 400,000,000

the world is the trade with the 400,000,000 Chinese. Ought we to throw away the advantage which we have by reason of Chinese natural friendship for us and continue to enforce an unjustly severe law, and thus create in the Chinese mind a disposition to poycott American trade and to drive our merchants from Chinese shores, simply be-cause we are afraid that we may for the time less the approval of certain unreason-

oncerning the Santo Domingo affair, Mr. Taft declared that the arrangement with that Government was not a treaty and could not be called so. "On the part of the United States," he said, "it is assuming no obligation to do anything; it is only rendering assistance to a weaker sister to maintain a status quo existing at the time of the signing of the treaty until it shall be determined whether the treaty can be confirmed or not. The United States Government is not made to agree to anything, and it is not itself even a trustee by virtue. and it is not itself even a trustee by virtue of what it has done. * * I do not think that even those most jealous of the rights and prerogatives of the Senate will be heard to object to having this modus vivendi or status quo preserved until the Senate shall have had further time to consider

Mr. Taft advocated the passage of uni-Mr. Taft advocated the passage of uni-form Federal laws of marriage and divorce. He also spoke of the necessity of increasing the salaries of officers of the Government, omitting detailed reference to the salary of the President, because that was more nearly adequate, and ye he said, might properly be increased. However, went into details on this subject, mentioning amounts which he thought might roperly be paid to the Vice-President, he Supreme Court Justices and other officers.

MORE MEX JAN CENTRAL STOCK. Capital to Be Increased to \$100,000,000 -To Retire Income Bonds.

BOSTON, June 15.-The Mexican Central Railway Company to-day filed notice with shares of the new issue are to be exchanged for the income bonds of the company from time to time as the directors deem necessary, and 50,000 shares are to be exchanged for 50,000 shares of the Mexican Pacific be issued from time to time in such way as the directors may designate.

STORY OF PETRIFACTION.

The Ferret Therein May Be Sent to the Museum of Natural History.

Ex-Mayor Charles Pinnell of North Bergen, N. J., proposes to present a petrifled ferret which he has had in his posses. sion for fifty-two years to the Museum of Natural History in this city. The ferret, with a petrified rat and mouse, were found in the chimney of an old mansion in England. The rat and the mouse are in the British Museum in London. It is believed that the ferret went into the chimney in pursuit of the rodents and all died in a hole, where they became petrified.

Memphis Bank and Trust Co. Merge.

MEMPHIS, Tenn., June 15 .- Announcement is made that the National Bank of Commerce will go into voluntary liquidation as soon as possible as a last step pre-Paratory to merging the institution with the Memphis Trust Company. The capi-talization of the merger will be \$2,000,000. making it the strongest financial institution

Tugboat Burns in the Sound.

NEW LONDON, Conn., June 15.-The tug James Hughes, owned by the Hughes TransGOSSIP OF WALL STREET.

A sharp advance in wheat in Chicago and Minneapolis, reaching 2% cents in the July option in the Northwestern market, was unreflected in the stock market. The crop experts are now making their final inspection of the crop in the winter wheat belt, in the southern portion of which harvesting is well under way. The Government's recent report gave promise of a winter wheat crop more than 100,000,000 bushels in excess of last year's meager yield. Some of the crop experts think that the Government's figure is altogether too high. Their final estimates will be made public within a fortnight. The Northwestern crowd, whose operations in wheat are based on the estimates of H. V. Jones of Minneapolis, is quietly bulling wheat now just as it was at this time last year. The bull campaign in wheat last year, carried along side by side with the bull campaign in stocks, was remarkably successful. It received unexpected impetus late in the season from the appearance of rust in the Northwest. The rumors of rust are coming in much earlier this season, and the bull crowd in wheat thinks that Providence is again on its side. Mr. Jones and his friends will be disappointed if there is not a 20 cent advance in the September option in Chicago.

The criticism of Mr. Jones that he is a "cropkiller" does not appear to be a just one, although recently his estimates of the wheat yield have been much lower than the Government's. In 1903 and 1904 his June forecasts were 100,000,000 bushels under the figures indicated by the "condition" percentages sent out from Washington, and in both seasons his estimates of the crop proved to be remarkably accurate. But it was a very different story five years ago, when the Minneapolis man was making his reputation as wheat expert. He was then a journalist, charge of the market news in a Minneapolis newspaper, and he made a study of the Northwestern wheat crop. The walls of the calamity howlers were heard all through the wheat belt, and it was predicted that Minnesota and the Dakotas would not raise 100,000,000 bushels. Some put the crop at 80,000,000. The market soared. Everybody had big paper profits on the bull side of wheat. Jones came back from the wheat fields and reported that the three States were sure of 135,000,000 bushels. The harvest showed that he was right and wheat prices tumbled.

The signal success a certain Wall Street clique has had in getting news from Washington, at times when Wall Street has been most anxious to get advance information from the national capital, suggests the question whether this clique will be able to install its wireless system in the conference chamber of the plenipotentiaries of the Far Eastern

Stock market pools begin to totter when weak kneed members, unmindful of their agreements with their fellow members, secretly attempt to unload and take their profits. It is not often that a pool campaign in a stock is carried to a successful end by a sole survivor. There was a notable exception some time ago when a very prominent operator was in a pool in a railway stock which has since ceased to have specu-lative interest. The stock was selling around 40 when the pool was formed. The man who proposed it said that he and his friends would take 20,000 shares if the operator would take tor agreed. The entire charge of the campaign was turned over to him. No one else was to sell a share. He advanced the price Street was expecting to see it selling into the 60's when the manipulative machine slipped a cog. Above 55 the operator in charge of the campaign found that stock was being fed out to him from some unknown source. He was forced to accumulate a big line to support the market. By dint of patient inquiry he discovered that the other members of the pool were unloading on him. In very terse English he told the originator of the pool what he thought of him, and that if he ever time lose the approval of certain unreasonable and extreme popular leaders of California and other Coast States?

'Does the question not answer itself? Is it not the duty of Members of Congress and of the Executive to disregard the unreasonable demands of a portion of the community deeply prejudiced upon this subject in the Far West and insist on extending justice and courtesy to a people from whom we are deriving and are likely to derive such immense benefit in the way. bull around 40 was selling at 95. The patient operator concluded it was time to take profits. to derive such immense benefit in the way of international trade? We must continue to keep out the cooles—the laborers; but He sold out his entire line without breaking. we should give the freest possible entry to the market three points. When his bookmerchants, travelers and students and keeper had made a statement of the campaign, then with all courtesy and consid-the operator sent for the man who had interested him in the pool the year before. "You remember our pool in — last year," said the operator quietly, "the pool from which you --and your friends---withdrew. I remained in the pool. I have just sold out my line.

My bookkeeper has given me a statement of
the I thought you might like to see it." The it. I thought you might like to see it.' former member of the pool took the sheet of paper which the operator handed him, and read no more than the last line, "Net profit, \$987,000.

These are the days when the belated buyers in the bull campaign are wondering why their tips from the "inside" in the stocks of half matured industrial; went so wide of the mark.

Col. Greene brought a live bear back from Mexico last month. His followers think it was a bad omen.

A member of one of the large commission houses, having extensive wire connections, who announced himself a year ago as a bull for very much higher prices, has this to say about the market: "Stocks look stronger now when they are going down than when they are going up. On price recessions no stocks come out, and there are no signs of liquidation; but when prices harden there is a little short covering, and then t e market flattens right out. I don't like to say I am bearish, but I would rather sell them than buy them. We have a different level of prices now than at this time last year. Just now I don't see very much room for higher prices, but it is plain to see that any particularly bad news would have a big effect on the marincrease in capital stock from \$47,975,100 to \$100,000,000. The proceeds of 250,000 are some increases in railway dividends forthcoming, but the stocks to be affected seem to be selling on the basis of the higher dividends. The thing that makes me most conservative about the market now is that the community of interest plans do not seem to be making very rapid progress. There Railway. The remainder of the stock is to is no doubt that there is a lot of bad feeling in high quarters."

Mr. Keene's interest in the market is said

"A scale selling order is often a damper on speculation in a particular stock," said an operator who swings big lines in an active market. "At one time I had a line of 40,000 shares of a Western railroad stock. It was more than I wanted to carry. I was going away for a holiday and I gave a broker an order to sell 1,000 shares on every eighth advance. The stock was then at 52. The whole market was strong while I was away. and some stocks made big advances, but this particular stock was dull. When I came back I found that my broker had sold only a few thousand shares. I told him to take out my scale order. In three or four days the stock was up 5 points, and there was a market for all I wanted to sell."

The mining property which has suffered most in the attack on the mining stocks fa-thered by Col. W. C. Greene is the placer property in Sonora. Mexico, in which the ambi-tious promoter came to the end of his rope several years ago. He was not a rich man in those days. He believed there was gold there and he spent all his money trying to put the property on a paying basis. But his funds were too meager. Then he and a fellow miner borrowed \$1.600 to take up some copper claims farther north. There they struck it rich. The mine within seven years became the fourth largest copper producer in the world, and is valued in the market to-day at \$18,000,000. Col. Greene never lost sight of portation Company of New York, was use covered on fire at 4 o'clock this morning hear Gull Island, in Long Island Sound. The tug burned until 1 o'clock this afternoon and then sank. The crew of eight men hoon and then sank. The crew of eight men tug burned and landed in this city.

\$18,000,000. Col. Green which he had "gone the placer property on which he had "gon

TO HURRY FRANCHISE DISPUTE

JUSTICE BLANCHARD WILL VA-CATE ALDERMEN'S INJUNCTION

At Once, if Appellate Division Will Hear Appeal This Term-Meanwhile, However, Board of Estimate Is Restrained From Acting Upon Rap'd Transit.

While reserving decision on the motion of Clement H. Wilcox, a taxpayer, for an injunction restraining the Board of Estimate and Apportionment from granting any franchises under the new law which deprives the Board of Aldermen of the function, Supreme Court Justice Blanchard intimated yesterday that he was prepared to deny the application immediately, provided an ap eal cou'd be carried to the Appellate Division at once. That court hears such appeals on Fridays only, and will adjourn at the end of this month.

L. Laffin Kellogg, counsel for Wilcox. said that he would take prompt steps to ascertain whether the appeal could be argued this term and report to Justice Blanchard this morning. In the meantime the restraining order was continued pending

the restraining order was continued pending a decision.

Mr. Kellogg argued that the Legislature had exceeded its powers by depriving the Board of Aldermen of what was looked upon as one of its inherent rights. It was certainly unconstitutional, he maintained, to deprive the Aldermen elected last fall to exercise that very right, of the powers vested in them by the people at the time of their election.

Assistant Corporation Counsel Burn for

their election.

Assistant Corporation Counsel Burr, for the Board of Estimate, contended that the Legislature, which granted the city's charter, possessed ample power to curtail the powers or privileges of the Aldermen, more particularly when, as in this case, there had simply been a transfer from one municipal body to another of the right to grant franchises. Mr. Burr urged the court to dispose of the matter promptly, as under the restraining order all propositions looking toward the extension of the subway and other transportation systems are blocked other transportation systems are blocked and cannot even be considered by the Board of Estimate.

WILL PAY DEPOSITORS IN FULL. Merchants' Trust Accepts an Offer for Hud-

son Valley Railway Securities. After a meeting of the directors of the Merchants' Trust Company yesterday William B. Ellison, counsel for the company, announced that a proposition to buy the securities of the Hudson Valley Railway held by the trust company had been accepted. Mr. Ellison said that the price offered, added to the cash on hand and readily convertible securities, such as New York city bands, will enable the receivers to pay the depositors in full almost immediately.

Mr. Ellison refused to state who had made the proposition or what the price was. It is known, however, that a new offer for the securities of the Hudson Valley Railway was made to the directors not later than Wednesday. This offer was \$850.000. In regard to the Vermont securities and other collateral, which still remain to be disposed of, the directors telleve that with a little care these securities will produce enough to more than pay off the capital

The directors have no authority to sell the securities without permission of the Court, and the whole matter will be sub-mitted to the Court at once. The motion mitted to the Court at once. The motion to make the receivership permanent will come up to-morrow. In the complaint it is charged by State Superintendent of Banking Kilburn that the company made loans illegally. The directors may controvert this statement and unless it is taken from the complaint may contest the appointment of permanent receivers. A lawyer close to the affairs of the company said yesterday that he expected some under-standing would be reached between Mr. Kilburn and the directors by which the directors will join in the application to make the receivership permanent.

Dentist Westlake Bankrupt.

Albert Westlake, a dentist of 500 Fifth with liabilities, unsecured, of \$45.814, and nominal assets. The liabilities are mostly for money borrowed, the principal creditors being Mary A. Westlake, \$20,000; estate of Cornelia C. H. Westlake, \$5,000; John H. Comer, \$1,917, and Silas B. Dutcher, \$1,000.

New Warehouse Company.

ALBANY, June 15 .- The Manufacturers' Commercial Company of New York city was incorporated here to-day with a capital of \$2,000,000 to act as warehousemen. The directors are F. E. Anderson, G. D. Mumford, R. Ross Appleton R. L. Low and C. B. Jacqua of New York.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Arrived-THURSDAY, June 15. Arrived—Thursdat, June 15.

Ss Baitic, Liverpool, June 7.

Ss Deutschland, Hamburg, June 8.

Ss Patricla, Hamburg, June 8.

Ss Koenig Albert, Genoa, June 1.

Ss Oranje Nassau, Amsterdam, May 28.

Ss Corinto, Saleids, May 28.

Ss Grotho, Saleids, May 28.

Ss Hudson, Havre, June 2.

Ss Alliança, Colon, June 9.

Ss Grenada, June 10.

Ss Irisbrook, Sagua, June 11.

Ss Pathfinder, Porto Rico, June 9.

Ss Lillie, Jamaica, June 10. lic. Jamalca. June 10

ARRIVED OUT. Ss Thessalla, from New York at Dover. Ss La Touraine, from New York at Havre. Ss Neckar, from New York at Bremen.

SAILED FROM FOREIGN PORTS.

Ss Teutonic, from Queenstown for New York. Ss Hamburg, from Hamburg for New York. Ss Ultonia, from Gibraitar for New York. OUTGOING STEAMBHIPS. Sau To-day.
Maus
Close. Vessels Sail.

| Sabine, Brunswick 3 00 P M Jefferson, Norfolk 3 00 P M | |
|--|------|
| Onondaga, Charleston 300 P M | |
| Sail To-morrow | |
| St. Louis, Southampton. 600 A M 930 A M | |
| Lucania, Liverpool 11 20 A M 3 00 P M | 1 |
| Koenig Albert, Naples 8 30 A M 11 00 A M | |
| Vaderland, Antwerp 8 30 A M 10 30 A M Columbia Glasgow 6 30 A M 9 00 A M | 1 |
| | 1 |
| Minnehaha, London 5 30 A M Rhaetla, Hamburg 6 00 A M | |
| Maracalbo, Venezuela 8 30 A M 12 00 M | - |
| Ponce, Porto Rico 9 00 A M 12 00 M | F |
| Alleghany, Jamaica 9 30 A M 12 00 M | C |
| Korona, St. Thomas 9 30 A M 12 00 M | 1.5 |
| Mexico, Havana 10 00 A M 1 00 P M | g |
| Cubana, Matanzas 12 30 P M 3 00 P M | 10 |
| Concho, Galveston 300 P M | 1 |
| Fl Mcnte, New Orleans 300 P M Monroe, Norfolk 300 P M | 1 12 |
| El Rio, Galveston 300 P M | d |
| Sail Sunday, June 18. | 8 |
| Hamilton, Norfolk 300 P M | 1 |
| Hammon, Nortona | |
| INCOMING STEAMSHIPS. | t |
| Due To-day. | l . |
| Prinz OskarJune 1 | t |
| 1 4 91 41 640 | R |
| El Cit Galveston June 9 | F |
| Monterey | 0 |
| Alama El Dara to New Officials June 11 | C |
| El Dara lo | 7.5 |
| BermudlanBermudaJune 14 | t |
| Adirondack | |
| Due To-matrow. | |
| Ceruria Live rpool | |
| Phila telphia Som he motion June 10 | |
| Pathander Porto Rico June 9 | • |
| Apache Jacksonville June 14 Yumuri Manzanilia June 11 | • |
| Ansas: 15 Seva nan June 14 | |
| Due Sunday, June 18. | |
| a Bretagne Havre June 10 | |
| | C |
| Numidian Giasgow June 8 El Sud Galveston June 12 | a |
| Due Monday, June 19. | b |
| Potsdam Rotterdam June 10 | . 11 |
| Croonland Antwerp June 10 | ir |
| Minnetonka London June 10 | d |
| | |

Colon....

Due Tuesday, June 20.

TRUST COMPANY REPORTS.

QUARTERLY REPORT OF THE Lincoln Trust Company AT THE CLOSE OF BUSINESS ON THE RESOURCES.

Bonds and mortgages...

Amount of stock and bond investnents (market value \$7,843,409.60),
book value...

Amount loaned on collaterals.
Other loans, including bills purchased
(amount due from directors included
in items 8 and 4, \$40,000).
Overdrafts. \$1,276,631 25 In items 3 and 4, \$40,000) 2745,030 12 1,212 67 Overdrafts ... 1,212 67 Due from banks, hankers and brokers 207,640 85 Cash on deposit in banks or other moneyed institutions ... 2,870,504 61 Specie ... 870,000 76 U. S. legal tender notes and notes of national banks ... 201,830 00 Cash items, viz.:
Other items carried as cash.
Amount of assets not included under any of the \$11,525 06 11,525 06

above heads, viz.: Furniture and fixtures. \$20,605,855 12 LIABILITIES. 500,000 00 427,030 01

221,022 24

as executor. guardian. administra tor. trustee committee or deposi 21,352 41 1,847,928 64

\$20,805,855 12 Whole amount of deposits on which interest is paid. \$15,341,687.52; average rate of interest paid Whole amount of deposits on which interest is paid, \$15,341,637,52; average rate of interest paid thereon, 2,66%.

State of New York, County of New York, SS; HENRY R. WILSON, President, and ROBT. C. LEWIS, Treasurer, of Lincoin Trust Company, located and doing business at No. 208 Fifth Avenue and 1128 Broadway. In the City of New York, in said county, being duly sworn, each for himself, savs the foregoing report, with the schedules accompanying the same, is true and correct in all respects, to the best of his knowledge and belief, and they further say that the usual business of said trust company has been transacted at the location required by the banking law Chap. 689, Laws of 1892, and not elsewhere; and that the above report is made in compilance with an official notice received from the Superintendent of Banks, designating the Seventh day of June, 1895, as the day on which such report shall be made.

HENRY R. WILSON, President ROBT C. LEWIS, Treasurer.

Severally subscribed and sworn to by both deponents, the 15th day of June, 1905, before me. [Seal of Notary]

Notary Public, Westchester County, certificate field in New York County.

19,178,825 11

FINANCIAL.

Chicago, Burlington & Quincy Railroad Co.

Consolidated Mortgage Bonds. Holders of Chicago, Burlington & Quincy Rail-road Company's Consolidated Mortgage Bonds matured July 1, 1903, and extended to July 1, 1905. notified hereby that said Bonds will be paid

in CASH at maturity.

To avoid delay. Bonds may be deposited on and after Tuesday, June 20, 1995, at the National Bank of Commerce in New York, or at the Company's Office in Boston, Mass. Receipts will be given for Bonds so deposited, exchangeable for checks on July 1, 1905, at the respective Places of deposit.

Registered Bonds must be discharged from registration at or before the time of payment.
CHICAGO, BURLINGTON & QUINCY R.R. CO.
ARTHUR G. STANWOOD.

Assistant Treasurer. Boston, June 12, 1905. DELAWARE SECURITIES CO.

NOTICE TO BONDHOLDERS—On the First day of July, 1905, the DELAWARE SECURITIES COMPANY will pay and redeem one hundred twenty-four (124) of its bonds at their face value. The bonds to be so paid and redeemed will be selected by lot by the Metropolitan Trust Company of the City of New York, Truste.

PIERRE S. du PONT, Treasurer.

DELAWARE INVESTMENT CO.
NOTICE TO BONDHOLDERS—On the First day
of July, 1905, the DELAWARE INVESTMENT
COMPANY will pay and redeem seventy six (76)
of its bonds at their face value. The bonds to be
so paid and redeemed will be selected by lot by
the Metropolitan Trust Company of the City of
New York, Trustee. Metropolitan Trust Company of the York, Trustee.
PIERRE S. du PONT, Treasurer.

EXCURSIONS.

DFOPLES LINI SPECIAL EXCURSION

EVERY SATURDAY TO ALBANY Steamers C. W. Morse or Adirondack leave Saturdays from Pier 32, N. R. at 6 P. M. West 129th Street 6:30 P. M. Return from Albany, Sunday evening, S. P. M. Full day at the Capital Battleship searchlight and orchestra. ROUND TRIP 12.50

Atlantic City EXCURSION Sun. June 18 New Jersey Round Trip Central R. R.

Special Train leaves
Liberty Street 8 a. m.
South Ferry 7.55 a. m.

South Ferry 7.55 a. m.

NFORMATION

Regarding any Hotel, Railroad, Steamboat of Automobile Trip may be obtained by calling at THE SUN Branch Offices, 1393 Broadway, 241 West 126th St., Manhattan: 312 Washington St. and 311 Fulton St., Brooklyn, or by writing to THE SUN INFORMATION BURRAU, No. 170 Nassan St., New York City.

RACED AFTER SUICIDE. Cop Who Pursued Woman Finds Her Dying on Husband's Grave.

PATERSON, N. J., June 15 .- Mrs. Elly Eckermann, a German woman, 40 years old. committed suicide near her husband's grave this morning in the Cedar Lawn emetery. Mrs. Eckermann told William Merz, a real estate dealer, that her husband's death had made her tired of life and that she was going to the cemetery to die, and Merz told the police of the woman's in-

tention.
Patrolman Ryan raced toward the cemetery in a trolley car. At the entrance he got a milkman to drive him through. Mrs. Eckermann was found lying near the grave of her husband, with a glass containing carbolic acid near her. Ryan hurried her to the General Hospital, where she died.

PATRICK RESENTENCED.

Court Orders Him to Be Put to Death in Week Beginning Aug. 7.

ALBANY, June 15 .- Albert T. Patrick, the convicted murderer of William M. Rice, the aged millionaire, was to-day resentenced by the Court of Appeals to be put to death in the week beginning Aug. 7. While the date is formally fixed, David B. Hill, counsel for Patrick, is preparing the papers on the application to be made for a stay, which EXCURSIONS.

They Cannot Burn! They Cannot Sink!
All tickets include admission to DREAMLAND, CONEY ISLAND. Greatest Amusement Enterprise in the World.

TIME TABLE (SUBJECT TO CHANGL.)

Leave foot 129th St., North River, 2, 5, 11.00 a. m. 1191E TABLE (SUBJECT TO CHANGL)
Leave foot 129th St., North River, 9, 5, 11.00 a. m.,
12:30, 2:00, 3:00, 4:50, 7:45 p. m.
12:30, 2:00, 3:00, 4:50, 7:45 p. m.
12:30, 2:00, 3:00, 4:50, 7:45 p. m.
11:15 a. m., 12:00 m., 1:15, 2:00, 2:45, 3:45, 4:30,
8:30, 6:15, 7:00, 7:45, 8:30, 9:10 p. m.
Leave Pler 1 North River half hour later than
at 22d St.
Returning—Leave Iron Pler, Coney Island, *10:40,
11:25 a. m., 12:10, *12:55, *1:40, 2:55, 3:40, 4:25,
5:26, 6:10, 7:10, 7:55, *5:40, 9:25, *10:10, 10:45 p. m.
Returning from Coney Island trips marked with
a * go to 120th St. North River.
ROUND TRIP TICKETS, 25 CENTS,
ROUND TRIP TICKETS, 129TH ST., 35C.

STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. Sist St. 7.30 A. M.; Pier (New) No. 1 N. R. 8.20 A. M. Balt and tackle on board. Fare: Gentlemen. 75c.; Ladles, 50c.; Children, 25c.

LONG ISLAND RAILROAD

MANHATTAN BEACH.

Trains leave N. Y., via Long Island Railroad, foot of E. 34th st., week days, 5.30, 6.50, 7.40, 9.20, 11.00 A. M., 12.10, 12.40 and half hourly from 12.10 to 3.40, 4.20, 5.10, 5.50, 6.40, 7.10, 7.40, 8.10 and 8.40 SUNDAYS, 7.00, 8.40, 10.10, 11.10 A. M., 12.10, and half hourly from 1.10 to 9.10 and 10.10 P. M. Trains stop at Manhattan Crossing, north of Atlantic av., about 25 minutes after 34th st. time.

ROCKAWAY BEACH. Leave 84th st., E. R., N. Y., week days, 5.40, 6.20 6.40, 8.20, 9.20, 10.50 A. M. (12.50 Saturdays only) 1.50, 3.30, 4.30, 5.30, 6.40, 8.00 P. M.; 1.70 night Sundays, 7.00, 9.10, 10.10, 11.20, 12.50, 1.50, 2.50 8.50, 4.50, 5.50, 6.50, 8.30, 9.20.

BELLEWOOD

7 C. Every Excursion Resort 1 3 Sunday BAND CONCERT, AMUSEMENTS.
OLD FASHIONED COUNTRY DINNER, 50c. VALLEY
R. R. R. Special Train leaves West 23d St. 8.25 A. M.; Cortlandt and Desbrosses St. 8.20 A. M.; Fulton St., Brooklyn, 8.15 A. M.; Jersey Ctty (Penna Sta.), 8.50 A. M.; Newark, Market St., 9.05 A. M.

Excursions

FARE VIA BROOKLYN ANNEX 15c. ADDITIONAL SIONS To See Cliff and Glenwood Stops at Great Neck Saturdays.
The well equipped Steamer
"NANTASKET" will leave Pler 13
E.R. (near Wall st.) on Saturdays
at 1.30 P. M.; Sist St., E. R., 14a
P. M. Ret, arrive N. Y. 9.35
P. M. On Sundays, leave Pler 13,
acc. 31st St. E. P. 9.45 *****************

EVERY SUNDAY \$1.00 EXCURSIONS VIA ERIE RAILROAD TO SHOHOLA CLEN

In the Blue Mountains, one hundred and seven miles from New York, on the beautiful Delaware River. Express trains leave W. 23d St. 8.55 and 9.25; Chambers St. 9.00 and 9.30; Jeraey: City 9.15 and 9.45 A. M. Returning leave Shohola 3.40 and 6.30 P. M. PATTEN LINE 50c.—LONG BRANCH AND BACK—50c.
80c.—ASBURY PARIS AND BACK—60c.
WEEK DAY TIME TABLE.
Leave Bloomfield St., N. R., 36 blocks below 14th St., S. 55 and 11 A. M., 2.40 P. M.
Saturdays—8.55 A. M., 12.45 and 2.40 P. M.
Leave Battery (near South Ferry), 9.20 and 11.30
A. M., 3.10 P. M.
Saturdays—9.20 A. M., 1.15 and 3.10 P. M.
SUNDAY TIME TABLE.
Leave Bloomfield St., 8.55 and 10.40 A. M.; Battery, 9.20 and 11.10 A. M.

Charming Excursions
By Hudson River Day Line Steamers

INFORMATION Regarding any Hotel, Raliroad, Steamboat or Automobile Trip may be obtained by calling at THE SUN Branch Offices, 1833 Broadway, 244 West 175th St., Machattani 312 Washington St and 34 Pullon St. to THE SUN INFORMATION BUREAU.

STEAMBOATS. HUDSON RIVER BAYLIGHT Palatial steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest fiver boats in the world.

Leave Brooklyn, Fulton St. (by Annex), 800 A. M.

Desbrosses St. Plet. 830 " | Destrosses St. Pier | 8:40 | NEW PIER WEST | 42D ST. | 9:00 | West 129th St. | 9:20

West 129th St. 9.20
Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Dally, except Sunday. Speelal Trains to Catskill Min. resorts and Saratoga, and easy connections to all points East. North and offices of N. V. Transfer Co. Through rail tickets tet. N. V. and Albany accepted. Most delikuition on day outings to West Point, Newburgh or Poughkeepsie, returning on down boat.

Restaurant open at 7 A. M. MUSIC.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:10 P. M. (Saturdays 1:45 P. M.), W. 424 St. 3:30 P. M. (Saturdays 2 P. M.), West 129th St. 3:50 P. M. (Saturdays 2 P. P. M.), for Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Fougakequiste, Rondout

New Hamburg, Milton, Poughkee and Kingston, Orchestra on board

"THE NEW LINE" N. Y. to Fall River, \$1.00 Providence, \$1.20 \$2.20 Boston,

Connections by Rail and Trolley to All Eastern Points.

PALATIAL STEAMER "FRANK JONES" sails from Pier 29 (new), East River, foot of Market St., Mondays, Wednesday and Fridays at 4:30 P. M. Prone 3106 Occhard BOSTON AND POINTS IN NEW ENG

BOSTON NEW ENGLAND

FALL RIVER LINE. VIA Newport and Fall
River, Leave Fier 19. N. R., foot of Warren St.,
week days and Sundays, at 5:30 P. M. Steamers
PRISCILLA and PURPTAN. Orchestra on each,
PROVIDENCE LINE, for Providence, Boston. NOTE and Last. Leave First 18, N.R. in Autray St., week days only, 6 P. M. Strs. PROVIDENCE (new) and PLYMOUTH. Orchestra on each.

NORWICH LINE, via New London. Leave Pier 40, N.R. food charkson st., week days only, it 600 P. M. Steamers CITY OF LOWELL and SHESTER W. CHARLES. NEW HAVEN LINE, for New Haven, Hartford. Spring and the North Leave Pier 20, E. R. foot Leck Silp, week days only, at 4:00 P. M. Steamer RICHARD PECK.

PEOPLES LINE
NEW YORK-ALBANY.
Hindson River by Searchlight. Hindson River by Searchlight.

Approximately Company of the Approximately

HARTFORD LINE: From New Pler 19, Fast River, foot of Peck Slip daily, except Sunday, at 5 P. M., for Connecticu-River landings. Write for illustrated folder.

RAILROAD .

NEW YORK, NEW HAVEN & HARTFORD R. R. Trains depart from Grand Central Station, 42d St. and 4th Av. as follows, for BOSTON, via New London and Providence—14:80, 1:10:00, "x|10:02 A. M., 1:11:00, "x|10:01, "x|3:00, "t|10:00, "x|10:02 P. M. 1:11:00, "x|10:02 P. M. BOSTON, via Williamatic—14:00 A. M., 12:00 P. M. BOSTON, via Springeld—19:00 A. M., 1:11:00, "11:100 P. M. springeld—19:00 A. M., 1:11:100, "11:100 P. M. springeld—19:00 A. M., 1:11:100 P. M. springeld—19:00 A. M. 1:10.00, *\(\frac{\pmathcal{1}}{1.00}\), \(\frac{\pmathcal{1}}{1.00}\), \(\frac{\pmathcal{1}}

LEHICH VALLEY

Tickets and Pullman accommodations at 149, 261, 290, 285, 1234 and 1354 Broadway, 182 5th Ave. 25 Union Sq. West, 245 Columbus Ave., N. Y.; 335, 342 & 860 Fulton St., 300 Broadway, & Ft. Fulton St., Brooklyn.
N. Y. Transfer Co. will call for and check baggage. Lackawanna Railroad

Leaves New York, foot Barelay and Christopher ste. 18 00 A. M.—For Binghamton and Syracuse.

*10.00 A. M.—Buffalo, Chicago and St. Louis.

*1140 P. M.—For Buffalo and Chicago.

*4:00 P. M.—For Stranton and Plymouth.

*6:10 P. M.—For Buffalo and Chicago.

**45 P. M.—For Buffalo. Syracuse. Utica.

*2:00 A. M.—For Chicago—Steepers open at 9 P. M.

Tickets, 149, 429, 1183, 1434 Broadway, N. Y., 339

Fulton st., Brooklyn. *Dally tExcept Sunday

OCEAN STEAMERS AMERICAN LINE. PLYMOUT

PLYMOUTH—CHERDOURG—SOUTHAMPTON.
Salling Saturdays. 9:30 A. M., Pler 15, N. R.
St. Louis. June 17 St. Paul July
Philadelphia. June 24 New York. July ATLANTIC TRANSPORT LINE. MESABA... MINNEAPOLIS

RED STAR LINE.

ANTWERF-DOVER-LONDON-PARIS.
Saling Saturdays, at 10 30 A. M., Pler 14, N. R.
Vaderland June 17 Zeeland. July
Kroonland June 24 Finland July WHITE STAR LINE.

NEW YOR. QUEENSIGN.—LIVERPOOL.
Sailing Wednesdays and Fridays. Pier 48. N. R.,
edric. June 16. 5 P. M. Celtic. June 30. 4 P. M.
alitic. June 21. 9 A. M. Oceanic. July 5. 7.30 A. M.
reutonic. June 22. 10 A. M. Oceanic. July 12. 10 A. M.
THE MEDITERRANEAN XIA ROMANIC FROM NEW YORK

TRAVELERS' CHECKS Issued, payable all over the world.

Passenger offices, 6 Broadway.

Freight offices, Whitehall Bidg., Battery Place.

Kamburg-American. Plymouth-Cherbourg-Hamburg nseila, June 17, 6 AM Terretoria, July 1, 3 PM eutschid, June 22, 9 AM † Bluecher, July 6,830 AM atricia, June 24, 11 AM TValdersee, July 8, 9 AM mburg, June 20, 9 AM †Dautschlid, July 20,8 30 AM

Grill room. *Gymnasium on board. ¶Via Dover r London and Paris to Hamburg. New York-Naples-Genoa By Superb New Twin Screw Steamers.
Special Cruises To Norway, Iceland, Spitzbergen Around British Isles & Europe's Seaside Resorts.

Daring June, July and Angust by Superb Twin Screw Steamer. Send for illustrated booklet, races, etc. Offices, 35 and 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.

PLYMOUTH—CHERBOU'RG—BREMEN.

Kronpring June 27, 11 AM Kronpring Aug. 1, 6 AM
Kaiser July 4, 10 AM Kaiser Aug. 8, 10 AW
K. Wm. II. July 11.11 AM K. Wm. III. Aug. 15, 6 AM
OELRICHS & CO. 5 Broadway. N

By Hudson River Day Line Steamers
NEW PIER WEST 42d St., 9.A.M. Daily except Sunday
SEE STEAMBOAT COLUMN FOR OTHER PIERS.

E U R O P E THIRTY TOURS THIS SEASON.

By all Routes. Separate parties, leisurely travel, choice of all steamship lines. Tours cover the whole of Europe. Fare, including \$175 to 51015 Independent Railroad and Steamship Tickets everywhere. Write for Booklet.

125 FOREIGN OFFICES. THOS. COOK & SON, 261 and 1185 BROADWAY, 648 MADISON AVENUE, NEW YORK, Tours Around the World, 34th annual series, from San Francisco Aug. 26. Sept. 90, Oct. 10, 21, 1905.

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.

For rates and information apply at 458 & 1 B'way and 281 Fifth Ave. CUNARD LINE.

To Liverpool via Queenstown.
From Phers 51-52, North laver.
Lucania, June 17, 3 P M. Campania, July 1, 2 PM
Etruria, June 24, 10 A M "Ultonia", July 8, 4 PM
Carpathia, June 27, noon Umbria... July 8, 10 AM New Modern Twin Screw Steamers, SLAVONIA July 11, 10 A. M.; Aug. 29 PANNONIA July 25, noon; Sept. 12 Apply 29 Broadway, New York Vernon H. Brown, General Agent.

FRENCH LINE. Compagnie Generale Transatlantique. Direct Line to Havre-Paris (France) Salling every Thursday, 10 A. M.,
from Pier 42. North River, foot Morton St.
La Bretagne. June 22 *La Savole. July 13
*La Lorraine. June 29 La Bretagne. July 20
La Gascogne. July 6 *La Lorraine. July 27
*Twin serew steamers.
General Agency, 32 Broadway, New York.

ANCHOR LINE. Glasgow via Londonderry.

Columbia, June 17,9 A. M. | Caledonia, July 1, 3 P.M. | Furnessia, June 24, noon | Astoria July 8, noon, Cabin, 855; Second Cabin, 857,50; Third Class, 827,50 and upwards, according to accommodation and steamship. For tours and information apply to HENDERSON BROTHERS, 17 and 19 Broadway.

OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sall from Pier 26, N. R., foot lieach st., every week day at 3 P. M. H. B. Waiker, Vice-President and Traffic Manager.

NFORMATION Regarding any Hotel, Railroad, Steamboat or Automobile Trip may be obtained by calling at THE SUN Branch Offices, 1993 Broadway, 241 West 125th St., Manhattan, 312 Washington

STEAMBOATS. BY SEA TO MAINE THE IDEAL ROUIE

For Summer Tourists and recreation travel to the world famed eastern seashore, lake and mountain resorts. But Harbor, The Rangeleys, White Mountains, &c. Steamers sail Tucsdays, Thursdays and Saturdays, &P. M. Illustrated descriptive booklet, giving list of tours, hotels and bearding houses in The Summer Playground of America, mailed free on application to Maire. S. Co. ticket office, 290 Broadway or Plet (New No., 32 Fast River, New York, CATSKILL EVENING LINE.
For Catskill, Hudson, Coxsackie, Cairo, Palenville, Halnes, Corners, Tannersville, week days, 6 P. M. from Christopher street, 7 P. M. from W. 1290 t. Extra boat Saturdays, 1:30 P. M. from July 1. Special trains for Catskill, Mountain points. Handsome Illustrated, Booklet mailed free.

will probably be granted and will delay the execution indefinitely, pending the hearing and decision of a motion for a reargument of the case before the Court of Appeals.

TROY LINE "SARATOGA" or "CITY OF HANDE THE BOOKIET MILES THAN SOME HISTORIAN DOMESTIC THAN SOME HISTORIAN DOMESTIC THAN SOME HALLFAX. Dominion Atlantic By a Stramers leave Pier L.E.R., Sunday steamers touch at Albany.

RAILROADS. RAILROAD.

STATIONS FOOT OF WEST TWENTY-THIRD
STREET AND DESBROSSES AND
CORTLANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given
below for Twenty-third Street Station is the street is nive induced the transit of the below for Twenty-third Street Station.

FOR THE WEST.

7.55 A. M. CHICAGO SPECIAL.

10.55 A. M. THE PENNSYLVANIALIMITED— *7.55 A. M. CHICAGO SPECIAL.

23 hours to Chicago.

*10.55 A. M. THE PENNSYLVANIA I IMITED—
23 hours to Chicago.

*10.55 A. M. ST. LOUIS LIMITED. For Cincinnati and St. Louis.

*1.55 P. M. CHICAGO. CINCINNATI AND ST. LOUIS EXPRESS.

*3.55 P. M. CHICAGO LIMITED.

*4.55 P. M. CHICAGO LIMITED.

*5.55 P. M. WESTERN EXPRESS.

*2.55 P. M. WESTERN EXPRESS.

*2.55 P. M. PACIFIC EXPRESS.

*2.55 P. M. PACIFIC EXPRESS.

*2.55 P. M. POLIFIC EXPRESS.

*2.55 P. M. PITTSBURG SPECIAL.

**WASHINGTON AND THE SOUTH.

*5.55, 8.25, *9.25, *9.55, *10.55 a. m., 12.25, *12.56, *16.55 a. m., 12.25, *12.55, *12.55 (*3.25, *12.55) n.

*10.65 a. m., 12.25, *12.55, *3.25, *25, *12.55 n.

*10.65 a. m., 12.25, *12.55, *3.25, *25, *12.55 n.

*10.10 a. m. dally.

12.10 a. m. dally. ATLANTIC COAST LINE .- 9.25 a. m. and 9.25 SEABOARD AIR LINE .- 12.25 p. m. and 12.10 a. m. dally. NORFOLK AND WESTERN RAILWAY .- 8.23

SEABOARD AIR LINE.—12.25 p. m. and 12.76 a. m. daily. NORFOLK AND WESTERN RAILWAY.—*3.25 p. m. daily. CHESAPEAKE & OHIO RAILWAY.—7.55 a. m. week-days. *4.55 p. m. daily. FOR OLD POINT COMFORT and NORFOLK. 7.55 a. m. week-days. 8.25 p. m. daily. ATLANTIC CITY.—0.55 a. m. and 2.55 p. m. week-days. Sundays, 7.55 a. m. week-days. Sundays, 7.55 a. m. week-days. LONG BRANCH, ASBURY PARK (North Asbury Park Sundays) and Point Pleasant. (3.30 from Desbrosses and 3.45 a. m. from Cortlandt Streets only), 8.55 a. m., 12.25 (1.25 Saturdays only), 2.25, 3.25 (4.25 except.long Branch and 4.55 p. m. week-days. Sundays, 8.25, 9.25, 10.55 a. m. and 4.55 p. m. week-days. Sundays, 8.25, 9.25, 10.55, 10.55, *3.26, 3.55, 4.25, *4.25, *4.55 (*14.55 for North Philadelphia only), *5.55, 6.85, 7.85, 8.25, 8.25, 9.25, 9.55, *10.55, *3.26, 3.55, 4.25, *4.25,

'Amorica's Greatest Railroad." NEWYORK & HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE Direct Line from New York & Boston to Niagara Falls

Trains depart from Grand Central Station 42d street, New York, as below: North and west bound trains, except those leav-ing at 5:30 A. M., 2:30, 2:45, 3:30, 11:30 P. M., will ing at \$30 A. M., 230, 245, 320, 1120 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—4MIDNIGHT EXPRESS.

8:30 A. M.—EMPIRE STATE EXPRESS.

8:45 A. M.—FAST MAIL—24 hours to Chicago.

10:20 A. M.—DAY EXPRESS.

12:50 P. M.—FAST MAIL—12

1:00 P. M.—FAST MAIL—12

1:00 P. M.—SOUTH-WESTERN LIMITED.

1:00 P. M.—*CHICAGO LIMITED.

2:30 P. M.—*THE SECOND EMPIRE.

2:30 P. M.—*THE 20th CENTURY LIMITED—20: hour train to Chicago, via Lake Shore.

3:30 P. M.—*THE 20th CENTURY LIMITED—40: how train to Chicago, via Lake Shore.

3:30 P. M.—*DETROIT, GRAND RAPIDS, BAY CITY AND CHICAGO SPECIAL.

4:30 P. M.—*DETROIT, GRAND RAPIDS, BAY CITY AND CHICAGO SPECIAL.

5:30 P. M.—*LAKE SHORE LIMITED—2314 hour train to Chicago, All Pullman cars.

5:30 P. M.—*LARE SHORE LIMITED—23¼ hour train to Chicago. All Pullman cars.
5:30 P. M.—*CLEVELAND. CINCINNATI AND ST. LOUIS LIMITED. All Pullman cars.
6:30 P. M.—*WESTERN EXPRESS.
7:30 P. M.—*WESTERN EXPRESS.
7:30 P. M.—*ADIRONDACK & MONTREAL EX.
8:30 P. M.—*ADIRONDACK & MONTREAL EX.
8:30 P. M.—*ADIRONDACK & MONTREAL EX.
9:20 P. M.—*WESTERN NEW YORK EXPRESS.
9:30 P. M.—*PACIFIC EXPRESS.
11:30 P. M.—*CHICAGO AND ST. LOUIS EXPRESS.
9:30 P. M.—*PACIFIC EXPRESS.
11:30 P. M.—*CHICAGO AND ST. LOUIS EXPRESS.
9:05 A. M. and 3:34 P. M. dauy, except Sundays, Delitafield and North Adams. Sundays at 9:20 A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 149, 261, 415 and 12:6 Broadway.
25 Union Sq. W., 275 Columbus av., 275 West 125th.
Ticket offices at 149, 261, 415 and 12:6 Broadway.
25 Union Sq. W., 275 Columbus av., 275 West 125th.
163 and 726 Pulton st. and 106 Broadway. Brooklyn.
Telephone "960 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
A. H. SMITH. GEORGE H. DANIELS.
Gen'l Manager.

Geo'l Pass'r Agent.

WEST SHORE R. R. (New York Central & Hudson R. R. Lessee...)
Trains leave Franklin St. station. New York as
follows and is minutes later foot West 42d st... N. R.
11:00 P. M.—Chicago Express.
2:25 P. M.—Con. Lim. for Detroit, Chi. & St. Louis.
6:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
19:015 P. M.—For Syra., Roch., Nia. Falls, Det. & Ch.
20ally. 1Daily, except Sunday. Baggage checked
from hotel or residence by Westcott Express.
A. H. SMITH.
Gen'l Manager.
Gen'l Pass'r Agent.

READING SYSTEM

NEW JERSEY CENTRAL R. R.
LIBERTY STREET and SOUTH FERRY (time from South Ferry five minutes earlier than shown below). BERTY STREE T and SOUTH PERRY (MIME thin South Ferry Dve minutes earlier than shown below).

EASTON. BETHLEHEM. ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M. 120 4:40, 5:00 (5:45 Easton only), 9:10 A. M. 120 4:40, 5:00 (5:45 Easton only), 9:10 A. M. 120 4:40, 5:00 (1:45 Easton only), 9:10 A. M. 5:00 P. M. Sundays, 74:30 A. M., 5:00 P. M. SUNDAYS, 70:00 (Lakewood and Lakehurst only) P. M. Sundays, 7:00 (Lakewood and Lakehurst only) P. M. Sundays, 7:00 (Lakewood and Lakehurst only) P. M. Sundays, 7:00 A. M. 9:40 P. M. VINELAND AND BRIDGETON—214:00 A. M. 13:40 P. M. VINELAND AND BRIDGETON—214:00 A. M. 13:40 P. M. LONG BRANCH. ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS.—24:00, 8:30, 11:30 A. M., 12:00, 13:0, 2:45, 3:53. 4:46. 5:30, 6:30, 11:50 P. M. Sundays, except Ocean Grove, 9:15 A. M., 4:00, 8:30 P. M. Sundays, 9:00 A. M., 4:00 P. M. Sundays, 9:00 A. M., 1:30, 8:30, 4:15 P. M. Sundays, 9:25 A. M., 1:00, 7:48 P. M. Leave Pier 10, N. R., Cedar St., 10:20 A. M., and 1:00, 345, 4:43 P. M. Sundays, 9:25 A. M., 1:00, 7:48 P. M. Leave Pier 10, N. R., Cedar St., 10:20 A. M., and 1:00, 345, 4:43 P. M. Sundays, 1:000 A. M., and 1:00, 345, 4:43 P. M. Leave Pier 10, N. R., Cedar St., 10:20 A. M., and 1:00, 345, 4:43 P. M. Leave Pier 10, N. R., Cedar St., 10:20 A. M., and 1:00, 345, 4:43 P. M. Leave Pier 10, N. R., Cedar St., 10:20 A. M., and 1:00, 345, 4:43 P. M. Leave Pier 10, N. R., Cedar St., 10:20 A. M., and 3:00 P. M. All seesshore points. seashore points (READING TERMINAL) — 4.30. 7.00, *8.00. *9.00, *10.00, †11.00 A. M., †12.00, †1.00, †1.00, 10.00, †1.00, 24TH AND CHESTNUT STREETS-44:25, 18:00.
10:00, 12:00 A. M., 12:00, 13:00, 7:00 P. M., 12:15 mdt.

8ALTIMORE AND WASHINGTON-8:00, 10:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00, 12:00 P. M. WILLIAM SPORT-44:00, 24:25, 18:00, 39:00 P. M. WILLIAM SPORT-44:00, 24:25, 18:00, 39:00 P. M. Reading, Pottsville, Harrisburg only, 14:00, 13:00 P. M. 2From Liberty Street only, 12:00 P. M. 2From Liberty Street only, 10:10, 10:10 P. M. 2From Liberty St. Ferry, South Ferry, 6 Astor Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 261, 434, 1300, 1354 Broadway, 182 5th av., 25 Union Square West, 2798 Third av., 213 West 125th St., 245 Columbus Av., New York, 342, 343, 344, 866 Fution St., Brooklyin, 390 Broadway, Williamsburg, New York Transfer Co. calls for and checks baggage to destination.
W. D. BESLER. C. M. BURT. Vice-Pres, and Gen. Mgr. Gen. Pass'r Agent

BALTIMORE & OHIO RAILROAD ROYAL BLUE LINE TRAINS TO BALTIMORE and WASHINGTON

To BALTIMORE and WASHINGTON

Leave South Ferry 5 minutes earlier.

Lv. Liberty street. 8a.m. Daily Except Sun.

1000 a.m. Daily. Buffet,
1200 noon. Daily. Diner.
200 p.m. Daily. Buffet,
6.00 p.m. Daily. Buffet,
700 p.m. Daily. Buffet,
1215 night, Daily. Buffet,
12

ENFORMATION

Regarding any Hotel, Railroad, Steamboat or Automobile Trip may be obtained by calling at THE SUN Branch Offices, 1803 Broadway, 241 West 125th St., Manhattan, 312 Washing too St. and 341 Fulton St., Brooklyn, or by writing to THE SUN INFORMATION BURKALL By. 176 Names St., New York Olys.